

Cannons Spanish, English

Built 1750-1850 For Ships' Batteries

The cannon taken from the sea off Indian Head Light last June were made over 100 years ago probably in England or Spain, an official of the United States Army Ordnance Corps said.

The pieces were discovered by a group of Explorer Scouts who were swimming outside the reef on which the light stands. Four of the cannon were recovered; three measured 32 inches in length and weighed about 90 pounds each, the fourth was 49 inches long and weighed between 700 and 800 pounds.

Cleaned of their coral crust, the cannon were found to bear hand-cut markings of letters and numbers. One of the smaller pieces still had the post upon which it evidently pivoted.

G. B. Jarrett, chief of the library and museum division of the Aberdeen Proving Ground at Aberdeen, Md., to whom the Aruba Esso News appealed for information about the pieces, said in a letter, "These are ships cannon of the general 1750-1850 period. Cast of iron, always smooth bore and fired of course by touch hole. Propelling charges were black powder (none other known at

the time) and the touch hole igniters were invariably either a small pile of powder over the hole or a powder-soaked string to which the flaming match was touched.

"The markings on your pieces are undoubtedly those of the maker and I suspect most likely of British or Spanish origin. The smaller of your guns with the swivel was usually found on the forward or after deck railings. They were for signaling or saluting or used to shoot across the bow of another ship.

"The larger size is a typical cannon used in the regular batteries

PHOTOSTAT di pintura den un buki bieu ta muntra com e pidanen mas grandi ta worde montá den barco.

PHOTOSTAT of drawing in rare old book shows ship mountings.

amidships. The smaller gun had little recoil and the swivel through the rail took it up. However, the

(Continued on page 2)

Leave Is Set For Employees Named Surplus

The elimination of the Lake Fleet, the proposed shutdown of the Shipyard, a planned reduction in other related operations and a realignment of personnel in keeping with a policy of maximum national employment will make a number of Lago employees surplus.

Lago has offered a "lay-off leave of absence" to these employees. The "lay-off leave of absence" is a modification of the company's existing lay-off policy.

It gives interested employees who are declared surplus the option of requesting that one-third of their lay-off allowance be paid in a lump sum; the balance in monthly payments up to a maximum period of one year. This method of settlement does not affect the total amount of money paid under the regular lay-off policy.

For a maximum of 12 months after the surplus employee elects to exercise the option he will be on a "lay-off leave of absence" which will entitle him to certain employee advantages for which he would not be eligible if he did not exercise the option and terminated his employment by accepting a total lump sum lay-off allowance payment.

The "lay-off leave of absence" option was instituted Sept. 1 and is scheduled to remain in effect for one year.

Plantadornan Ta Haya Tempo Liber Pa Planta

E anja aki atrobe Directiva di Lago a combini pa haci excepcion ariba e poliza di ausencia sin permiso pa empleadonan identifica door di gobierno di Aruba como doctornan di tercio cu por worde cultiva.

E empleadonan aki lo worde permiti un total di cuatro dia liber for di trabao sin pago promer cu Jan. 1, 1955. Dos di e cuatro dianan ta pa plantamento y probablemente mester worde tumá inmediatamente despues di e promer yobida grandi.

E dos dianan restante por worde tumá cuatro te ocho siman mas laat pa cosecha.

Pasobra ta importante pa planta mas pronto posible despues di yobida grandi, empleadonan no tin mester di reporta cerca nan foreman promer nan tumo e promer dos dianan. Sin embargo, mester di permiso promer tumo e dos dianan restante.

Empleadonan eligible pa tempo liber pa planta y cosecha ta esnan identifica door di gobierno di Aruba como doctornan di tercio cu por worde cultiva. Otornan cu ta interesá pa haya tempo liber mester worde certifica door di gobierno como poseedor di terreno arable. Gobierno ta notifica compania cual lo pone nomber di e aplicante ariba su lista aprobá.

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Empleadonan Yamá Surplus Lo Haya Leave

Eliminacion di Lake Fleet, e cerramento proponi di Shipyard, y un reduccion planeá pa otro operacionnan relacioná y un realineacion di personal pa cumpli cu e poliza pa tene un maximo di empleado nacional lo haci un cierto cantidad di empleadonan di Lago surplus.

Lago a ofrece un "lay-off leave of absence" na e empleadonan aki. E "lay-off leave of absence" ta un modificacion di e actual reglanan di lay-off di compania.

E ta duna empleadonan interesá cu worde declará como surplus e opcion pa pidi pa un tercera parti di nan abono di lay-off worde pagá den un suma; e resto den pagonan mensual te un maximo di un anja. E metodo di pago aki no ta afecta e suma total di placa cu mester worde pagá segun e reglanan presente.

Pa un maximo di 12 luna despues cu e empleado surplus duna di conoce cu el ta prefera di tumo e opcion aki el lo ta ariba "lay-off leave of absence" cual ta duna'le derecho ariba cierto ventahanan di empleado pa cual el lo no ta eligibile si el no tumo e opcion y termina su empleo aceptando su pago pa lay-off den un bishia.

E opcion pa "lay-off leave of absence" a drenta na vigor Sept. 1 y lo keda efectivo pa un anja.

Constitucion di Reinado Nobo A Worde Ratifica pa Staten

Ariba 26 di Augustus Staten di Antillas Holandes a bira di segunda cuerpo representativo dentro di Reinado Holandes pa ratifica un constitucion nobo proponi pa e reinado cu ta consisti di tres territorio.

Di promer tabata Segunda Camara di parlamento Holandes. Promer cu e constitucion proponi bira ley, e mester worde ratificá tambe door di Promer Camara di e parlamento Holandes, Staten di Surinam y mester worde firmá door di Reina Juliana.

Aprobacion di Antillas Holandes a bin mas of menos dos luna despues cu e constitucion proponi a gana aprobacion tentativa di e tres partidanan na Den Haag Juni 3. E constitucion, cual ta duna Antillas Holandes y Surinam mas autonomia, tabata bae discusion desde 1950.

E ta regula asuntunan di Holand, Antillas Holandes y Surinam como

Netherlands Antilles OK Kingdom Constitution Plan

On Aug. 26 the Legislative Council of the Netherlands Antilles became the second representative body within the kingdom of The Netherlands to ratify a proposed new constitution for the three-member kingdom.

The first was the Lower House of The Netherlands parliament. Before the proposed constitution becomes law, it must also be ratified by the Upper House of the Parliament, the Legislative Council of Surinam and must be signed by Queen Juliana.

Approval by the Netherlands Antilles came roughly two months after the proposed constitution won tentative approval from the three partners at The Hague June 3. The constitution, which gives the Netherlands Antilles and Surinam increased autonomy, has been under discussion since 1950.

If approved, it will regulate affairs of The Netherlands, the Netherlands Antilles and Surinam as a kingdom. The three partners will continue to conduct their internal affairs under their individual constitutions.

The Netherlands Antilles Legislative Council approved the proposed constitution unanimously. Principal provisions of the constitution provide that the Netherlands Antilles and Surinam will be represented in Holland by ministers plenipotentiary who will have powers equal to a limited veto over legislation proposed for the kingdom.

David Gray

David Gray, supervisor di Lago Comissary, a nari den su cas den Lago Colony Aug. 28. El ta katin 52 anja di edad. Naci na Dungannon, Ireland. Mr. Gray was emplea door di Lago na 1945. El ta laga su senjora y un yiu homber atras.

un reino. E tres partidanan ta sigui conduci nan asuntunan interior segun nan constitucionnan individual.

Staten di Antillas Holandes a aprobá e constitucion proponi unanimamente.

Baum Named Assistant R & S Division Head

Three personnel changes in the Receiving and Shipping Division of the Process Department were announced earlier this month following the retirement of Ralph Watson, assistant division superintendent since 1950.



R. C. Baum



N. M. Bell

Into the position vacated by Mr. Watson went Robert C. Baum, former process foreman of shore operations. Norman M. Bell, former process foreman of docks and shipping, moved into the position vacated by Mr. Baum. John F. Flaherty, former shift foreman, took over Mr. Bell's previous duties.

Mr. Baum was first employed in 1920 as a second class helper in the Gas Plant. He served in the Gas Plant until 1939 as a first-class helper, operator helper, operator second class, relief shift foreman and assistant general foreman when he transferred to Receiving and Shipping as a process foreman. He was made process foreman — shore operations in 1952.

Mr. Bell, whose more than 23 years of service are entirely in Receiving and Shipping, was first employed as a third-class helper. Subsequently he served as an operator, pumper first-class, shift breaker for shift foreman, shift foreman and process foreman. He was named process foreman — dock and shipping in 1952.

Mr. Flaherty was first employed as an apprentice operator in the Pressure Stills in 1937 and until 1941 served in the Gas Plant as a student operator, apprentice operator, assistant operator and operator.

In 1946 he transferred to Receiving and Shipping as an operator and in 1950 was promoted to shift foreman.

Statius' Cables Thanks For Help

The people of St. Eustatius, struggling in the grip of a two-year drought, cabled their thanks late last month to the Community Council for some four tons of food donated to the famine-threatened Windward Island.

The cable, addressed to Council President R. W. Schlageter, said:

"The drought-stricken people of 'Statius — especially the farmers — have requested the St. Eustatius Welfare Improvement Association to extend to the entire Lago community much thanks, high esteem, sincere gratitude and deep appreciation for the bounteous gift of food received per SS Iro on Aug. 18 which helped greatly to alleviate conditions on this island in time of dire need."

Capt. E. H. Armstrong

Capt. E. H. Armstrong, chief officer in the Lake Fleet, died in Aruba Sept. 6. Born in Belfast, Northern Ireland, he was 47 years old and had been employed by Lago since 1939. He is survived by his widow and two daughters. Burial will take place in Northern Ireland.

ARUBA **Esso** NEWS

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Quality Livestock Arrive in Aruba

Efforts to bring high quality livestock to Aruba reached a climax Sept. 4 when cattle, pigs and a goat arrived aboard the steamship "Charis."

In the shipment were a pedigree bull and five non-pedigree but excellent milk cows. There were three pigs, all female and all "expecting." When born, the shoats will form the nucleus of Aruba's first scientifically raised swine herd.

Most outstanding animal in the shipment, according to Dr. Sutmoller, veterinarian in charge, is the goat. A Saanen buck from Holland, his mother is reported to have yielded as much as 1000 litres of milk in one year. It is hoped the buck will sire a large family of good milk producing goats in Aruba.

The animals are at a government farm set up near Dakota where they

St. Eustatius Ta Gradici Pa Ayudo

Hendeman di St. Eustatius, luchando den gara di un segura ya ta dos anja, a manda un telegram fin di luna pasá gradierendo Lago Community Council pa mas of menos cuatro ton di cuminda cu a worde regulá na e isla.

E telegram, dirigi na R. W. Schlegeler, presidente di Lago Community Council, tabata bisa: "Hendeman di St. Eustatius — specialmente e cunuceronan — afechá door di segura a pidi St. Eustatius Welfare Improvement Association pa extende na henter comunidad di Lago sincero gratitud y profundo aprecio pa e yudanza recibí cu SS Ino ariba Aug. 18 cual a yuda masha tanto pa alivia e situacion den tempo di gran necesidad."

will be fed Aruban corn and silage plus imported hay and concentrates.



N. L. HOLLAND (foreground), who retired this month after 25 years of service, is shown at his retirement luncheon in the Esso Dining Hall. Guests were (clockwise) F. E. Griffin, James Downey, W. D. Casey, K. H. Repath, T. F. Harrod and L. F. Ballard.

N. L. HOLLAND, adelantante, kende a retira e luna aki despues di mas cu 25 anja di servicio ta munstrá aki na e comida di despedida na su honor na Esso Dining Hall. Bishitantenan ta F. E. Griffin, James Downey, W. D. Casey, K. H. Repath, T. F. Harrod y L. F. Ballard.

"Early Retirement" Actually Promotion

Last year the "Esso Aruba" defied the Esso News by returning to Aruba as the "Captain John" after the News, in a story on the ship's retirement from the Esso fleet, said the aging vessel "sailed out of San Nicolas harbor, never to return."

This year it is Hendrick van den Arend of Catalytic and Light Ends. The last issue of the Esso News said he retired Aug. 7 after nearly 23 years of service.

Scorning the Esso News, Mr. van den Arend not only has not retired, he's stepped into a better job.

Last month, despite the Esso News' attempts to retire him, Mr. van den Arend was promoted to shift foreman. Each News staff member has written 500 times, "I will read promotion reports more carefully."

Van den Arend a Recibi Promocion

Anja pasá "Esso Aruba" a contraveni Esso News door di holhe Aruba como "Captain John" despues cu Esso News, den un storia tocante retiro di e bapor for di flota Esso, a bisa cu e bapor bieuw "a sali for di haaf di San Nicolas pa no bolbe mas."

E anja aki ta Hendrick van den Arend di Catalytic & Light Ends. E ultimo edicion di Esso News a con-

Changes Announced In Thrift Fund

As a result of changes in the Overseas Thrift Fund announced late last month, members may now:

Obtain shares of Standard Oil Co. (N.J.) stock held by the fund trustees by substituting an equal number of shares of the same stock held privately, or cash equal to the current market value of the trustee-held stock.

Obtain cash from their accounts, not exceeding the cash balance, by depositing in the fund shares of Jersey capital stock registered in their names. They will receive cash equal to the market value of the stock at the time of its deposit.

tende cu el a retira Aug. 7 despues di mas cu 23 anja di servicio.

Contraviniendo Esso News, no solamente Sr. van den Arend no a retira, pero el a cuminsa ocupa un mehor trabao.

Luna pasá, no obstante esfuertonan di Esso News pa retire'le, Sr. van den Arend tabata promovi pa shift foreman. Cada miembro di personal di Esso News mester a scribi 500 biaha, "Otro biaha mi ta leza reportajenan di promocion mas cuidadoso."

Cajonnan di Mas Cu 100 Anja Recobra

E cayonnan sacá for di den lam-mar banda di Indian Head Light na Juni tabata fabricá mas cu 100 anja pasá probablemente na Inglaterra of Spanja, un oficial di United States Army Ordenanés a bisa.

E piezanan a worde descubri door di un grupo di hoben cu tabata landa pafer di e rif unda e luz ta. Cuatro di e cayonnan a worde sacá; tres tabata mido 32 inch den largura y tabata pisa como 90 liber cada un y esun di cuatro tabata 49 inch largo y tabata pisa entre 700 y 800 liber.

Ora a limpia e cayonnan a resulta cu nan tabatin letra y cifra cortá cu man marcá den nan. Un di e pidanan mas chikito ainda tabatin e pia ariba cual evidentemente e tabata montá.

G. B. Jarrett, jefe di division di biblioteca y museo di Aberdeen Proving Grounds na Aberdeen, Md., na cual Aruba Esso News a apela pa informacion tocante e piezanan a bisa den un carta, "Esakinan ta cayon di barco for di e periodo 1750—1850. Nan ta di hero hashá, semper lizo y ta worde tirá door di un buraco pa haci contacto."

"E carga di tiro tabata polvo preto (ningun otro conee e tempo) y e cendedoran invariabilmente tabata sea un monton chikito di polvo over di e buraco of un cinta lora den polvo cual ta worde cendi cu un swafel."

"E marcanan ariha boso piezanan indudablemente ta esnan di e fabricador y mi ta sospecha mas probablemente di origen Ingles of Spanj. Esun mas chikito cu e giratorio generalmente tabata montá adilanti of patras di barco. Nan tabata sirbi pa duna senjal of pa saluda of pa tira over di boeg di un otro barco."

Old Cannon

(Continued from page 1)

larger guns in recoil often were allowed to roll up-grade on their carriage wheels and were checked by a double block and fall attached between the carriage and bulwarks of the ships. They were pulled in-board for loading and the muzzles were run out through the ports for firing.

"Actually, serving and operating these cannon entailed considerable risk and consequently skill. They were never very good except at close range, although many excellent gunners existed who could manage remarkable accuracy. However, this was usually more so from shore batteries than from shipboard."

"The size of the weapon was termed in the weight of the round shot fired — three-pounder, 20 pounder, etc. Bursting shells were used during this period and fuzes were made to control the time of burst. Remnants of ammunition and the cannon pertaining to the same period as your specimens have been found in the last 20 years and are now displayed at Yorktown, Va."

Mr. Jarrett added the cannon were originally developed as naval weapons with a range of "usually only a few hundred yards." The smaller pieces fired a two-pound ball; the larger fired balls weighing between 12 and 20 pounds.

Though facts concerning the manufacture and function of the cannon have become available, no one knows how they traveled from Europe and landed in their watery grave off the coast of Aruba where some still lie today.

LVS Instructor Goes To England

Another Lago Vocational School instructor has left for England to continue his education. He is Ongkar Narayan, physics instructor in the Lago school.

Mr. Narayan was born in British Guiana and attended school there, then moved to the United States where he earned a bachelor's degree in English literature at Susquehanna University, Selings Grove, Pa., and

THESE TOOLS, used by guns crews years ago, include rams, powder lad- and worms for the delicate job of extracting bad charges. This is a photostat from a rare book in the Aberdeen Proving Grounds library.

E HERMENTNAN, usá door di tripulantenan anjanan pasá ta inclui peso, cuchara di polvo y "worms" pa saca carganan malo. Esaki ta un photostat for di un buki bieuw di Aberdeen Proving Ground.

"E tamanjo mas grandi ta un cayon tipico usá den bateria regular. E cayon mas chikito tabata hula poco y e giratorio door di e riel tabata wante'le. Sinembargo, e cayonnan grandi frecuentemente tabata worde permiti pa corre ora nan hula atras y nan ta wanta contra un hlokki dobbel. Pa carga nan mester a hula nan ariba dek y e loonnan ta worde sacá door di e buraconan di tira."

"Trahamento cu e cayonnan aki tabata peligroso y tabata demanda hopi conecemento. Nunca nan tabata hopi hon excepto na corte distancia, maske hopi tirador excelente por a atene exactitud remarkable. Sinembargo mayor parti esaki tabata for di terra y no for di barco."

"Tamanjo di e arma tabata referi na dje segun peso di e bala rondo cu e ta tira, un di tres liber, 20 liber,

etc. Balanan cu ta rementa tabata na uso durante e periodo aki y fuse pa controla e tempo di remento. Restonan di municion y e cayonnan perteniendo na e mes periodo manera bo muestranan a worde bayá den ultimo 20 anja y awor ta na exhibicion na Yorktown, Va."

Sr. Jarrett a agrega cu e cayonnan tabata originalmente desanoyá como arma naval cu un alcanzo di "generalmente algun cien yarda." E piezanan mas chikito tabata tira un bala di dos liber; esun mas grandi tabata tira balanan cu ta pisa entre 12 y 20 liber.

Maske hechonan tocante e fabricacion y funcion di e cayon ta disponible awor, ningun hende sabi com nan a viaja for di Europa y a alcanza nan graf dilanti costa di Aruba unda ainda tin algun awendia.

Kwartz a Skirbi "Ajo" na Watson

Dr. L. C. Kwartz, gezaghebber di Aruba, luna pasá a manda un nota di despedida na Ralph Watson, assistant division head di Receiving & Shipping kende a retira cu mas cu 30 anja di servicio.

Na Sr. Watson, premier empleado foreign staff di Lago, gezaghebber Kwartz a scribi:

"Ora mi a tende cu bo tin intencion di laga Aruba pronto despues di un permanencia di aproximadamente 30 anja, mi a sinti cu mi mester expresa na bo mi sincero gratitud, tambe na nombre di Bestuurscollege di Aruba, pa tur loke bo a haci na beneficio di e comunidad aki en general y pa e trahadornan Arubiano en particular."

"Hendeman di e isla aki y su gohierno semper lo keda reconocio na bo, y ta cu profundo tristeza nos ta mura bo laga nos."

"Sinceramente mi ta desea bo y Sr. Watson bon suerte y mi ta spera cu lo bo ta capáz pa goza di bo pension bon mereci pa hopi anjan largo."

Former Lagoite Now Heads Essosa

L. J. Brewer, a former Lago employee, has been named president of Esso Standard Oil, S.A., to succeed Fred H. Billups whose resignation becomes effective Oct. 1. Headquarters of the company is in Havana, Cuba.

Mr. Brewer was first employed by Lago in 1929 as a first class helper in the pressure stills. During the next 17 years he also served as clean-out foreman in the pressure stills, process foreman in the pressure stills and colony manager.

In 1947 he transferred to Cuba as assistant manager of the Esso Refinery there. He was later named president of Esso Standard Oil (Cuba) and when that company was merged with Esso Standard Oil (S.A.) was elected a director of the latter company.

Mr. Narayan, who expects to earn his law degree in about two years, plans to return to British Guiana to practice.

Farmers Given Time To Plant, Cultivate Crops

Lago Management has agreed again this year to waive the AWOL policy for employees identified by the Aruba government as holding land upon which crops may be grown.

These employees will be allowed a total of four days off the job without pay prior to Jan. 1, 1955. Two of the four days are to be used for the planting of crops and should probably be taken immediately after the first heavy rain.

The remaining two days may be taken four to eight weeks later in order to cultivate the crops.

Because it is important that crops be planted as soon after a heavy rain as possible, employees will not be required to report to their foreman before taking the first two days off. However, permission should be obtained before taking the remaining two days off.

Employees eligible for time off to plant and cultivate crops are those identified by the island government as holding land upon which crops may be grown. Others interested in securing time off for farming must be certified by the government as holding arable land. The government will then notify the company which will put the name of the applicant on its approved list.

a masters degree in English at Bucknell University, Lewisburg, Pa.

He returned to British Guiana where from 1948 to 1953 he taught in a Georgetown high school. He became principal of the school before coming to Lago to teach physics.

With the vocational school scheduled to close in 1957, he decided to continue his education and plans to study for a barrister of law degree in London. Money from his Lago Thrift Fund account will help finance his studies.

„Where Is The Oil?"

Refinery Astounds Most Visitors

"When can we see a unit come down?" a woman asks.

"How do they keep the place so clean?" another wonders.

"Where is the oil?" a young boy asks.

These are some of the typical questions fired each week at Severiano Luydens, Lago tour conductor. Mr. Luydens, who has been shepherding members of employees' families and other visitors around the refinery since the tours began 20 months ago, has his answers ready.

He explains that a unit which "comes down" is not dismantled but temporarily taken out of service; that the company maintains a "good housekeeping" campaign to keep the refinery clean; that the oil is inside the lines and tanks and towers and that many employees never see it either.

In answering the visitors' queries, Mr. Luydens draws upon 20 years of service with Lago and the ability to speak Papiamentu, Dutch and English.

No matter which language group he is taking through the refinery, he's sure that someone will point to an expansion loop in a line and exclaim, "What's that for?" He'd let even money that before each tour winds up — someone will ask how much oil a ship will hold, why the flames are burning, "where does the oil come from?"

The size, the complexity, the tempo of the refinery astound almost every group of visitors.



ROSS CARRIER (above), other equipment intrigue visitors.

ROSS CARRIER (ariba), y otro piezanan mobil ta intriga bishitantenan.

Policemen on patrol, a powerhouse, telephone exchange, post office, water system, bustling trucks, speeding scooters, whistling ships, rumbling furnaces prompted one man to describe it as "just like a big city."

An old lady summed it up for Mr. Luydens when she said, "I've lived in Aruba all my life, but inside the refinery it is like being in a strange country."

Beside curiosities, the refinery holds a host of surprises for its visitors. Many women, knowing the difficulty of beaching a fishing boat, are amazed at the ease with which the dry dock hauls lake tankers out of the water.

The refinery's mechanized equipment, much of which does not go outside the gates, is also of interest. "They always ask about the Ross Carriers, the fork-lift trucks and the cranes," Mr. Luydens said. "And the railroad is a real surprise."

The main attraction for family tour members is the chance to see their husbands, fathers, brothers and other relatives at work. At home he's probably told them the department he works in is the most important in the refinery.

"On the tour, they have a chance to see for themselves. The children, particularly the boys, get into some pretty hot arguments about whose father's department is the most important," Mr. Luydens laughed.

Many visitors are surprised at the few workers visible and ask, "Where are the 7000 employees?" Mr. Luydens explains that the working force is divided into three shifts and that the size of the refinery makes it appear that the shift at work is much smaller than it is.

The Family Tour Program, started in December, 1952, has taken over 8900 members of employees' families through the refinery. Every family has been invited and today some are making the trip for the second time.

The tour has become so popular among island residents that many — expecting an off-island guest — line up a tour as part of their entertainment.

In this category of visitors have been doctors, writers, businessmen, teachers, singers, musicians, actors, officials of other governments, consular agents, tourist promoters, school classes, military units and ships' crews.

Mr. Luydens has met most of them and the family members

Today, when he travels about the island, he finds hands upraised in greeting wherever he goes. And he's probably the most photographed man in Aruba. He is in the picture taken of each tour group which is given to the families as a souvenir of their visit.



"WHAT'S that for?" visitors ask of expansion loops in lines. "How much will that tank hold?" they inquire.

"PAKIKO esey ta?" bishitantenan ta puntra ora nan mira expansion loops tubo. "Cuanto e tanki ey ta carga?" nan ta informa.

Casi tur Bishitantenan Ta Babuca pa Refineria

"Ki ora nos por mira un planta baha?" un muher ta puntra.

"Com nan ta tene e lugar asina limpi?" un otro kier sabi.

"Pero unda e azeta ta?" un mucha muher ta puntra.

Esaki ta algun di e preguntanan tipico lanza tur siman na Severiano Luydens, e conductor di paseonan den Lago. Sr. Luydens, kende durante e ultimo 20 luna desde cu e programa di paseonan a cuminsa ta acompaña familia di empleadonan y otro bishitantenan den refinaria, tin su contestanan cla.

El ta splica cu un planta cu ta "baha" no ta worde kitá for di otro pero cu simplemente nan ta parele di traha; cu compania ta mantene un campanja pa tene lugar di traha limpi; cu e azeta ta den e tubo, tanki y towers y cu hopi empleado tampoco ta mir'e nunca.

Contestando preguntanan di e bishitantenan, Sr. Luydens ta proba cu su 20 aña di servicio cu Lago y su abilidad pa papia Ingles, Papiamentu y Holandes.

Maske cual di e idomnan aki e grupo cu el ta acompaña den refinaria ta papia, el ta segur cu un di nan lo muntra ariba un expansion loop den un tubo y puntra, "Pakiko esey ta?" Hasta el ta dispuesto pa pasta cuanto cu bo kier cu — promer cu cada paseo caba — un hende lo puntra cuanto azeta un bapor ta carga, pakiko e flamen ta cende, "di unda e azeta ta bini?"

E tamanjo, complexidad, e tempo di refinaria ta babuca casi tur grupo di bishitantenan. Poliznan na warda, un powerhouse, un central di telefon, oficina di correo, sistema di awa, trucknan grandi, scooters, bapornan na pitro, fornan rondando a havi un bomber bisi: "Esaki ta mescos cu un ciudad grandi."

Un otro duna di edad avanza a conta Sr. Luydens e exacto impresion cu el a haya, bisando, "Mi a biba henter mi bida na Aruba, pero paden refinaria ta mescos cu

bo ta na un terra stranjo."

E piezanan mecaniza di refinaria, hopi di cual nunca ta sali pafor di e portanan, tambe ta di interes. "Semper nan ta puntra tocante Ross Carriers, fork-lift trucks y grua," Sr. Luydens a bisa. "Y e ferrocarril ta un berdadero sorpresa."

E atraccion principal pa paseonan di familia ta e cheus pa mira nan espos, tata, rumanan y otro familia na traha. Na cas probablemente el a conta nan cu e departamento den cual el ta traha ta esun di mas importante di refinaria.

"Durante e paseo, nan tin un oportunidad pa mira pa nan mes. E muchanan, principalmente e mucha hombernan, hopi biaha ta haya argumentonan enyente tocante cual nan tata ta traha den e departamento mas importante," Sr. Luydens a bisa harendo.

Hopi bishitante ta sorpresá pa notibo di e poco trahadonan cu nan ta mira y ta puntra, "Unda e 7000 empleadonan ta?" Sr. Luydens ta splica cu e trahadonan ta parti den tres warda y cu tamanjo di refinaria ta haci e warda na traha ta muntra mas chikito cu e ta en realidad.

E Family Tour Program cu a cuminsa na December 1952, a hiba mas cu 8900 miembronan di familia di empleadonan door di refinaria. Tur familia a worde invita y aweor algun ta haciendo e paseo pa di dos vez.

Den e categoria di bishitante aki tabatin doctor, escritor, negociante, educador, cantante, musico, artista, oficialnan di otro gobiernonan, agentenan consular, promotoran di turismo, klasnan di school, unidadnan militar y tripulantenan di bapor.

Capt. E. H. Armstrong

Capt. E. H. Armstrong, chief officer den Lake Fleet, a muri na Aruba Sept. 6. Naci na Belfast, Noord Ireland, el tabata 47 aña loeuw y a worde emplea door di Lago desde 1939. El ta sobrevivir door di su lojuda y dos yiu muher. Entierro lo toma lugar na Noord Ireland.

Brewer a Worde Nombra Presidente

L. J. Brewer, un anterior empleado di Lago, a worde nombra presidente di Esso Standard Oil, S.A. como sucesor di Fred H. Billups kende su resignacion ta bira efectiva Oct. 1. Oficina principal di e compania ta na Havana, Cuba.

Sr. Brewer a cuminsa traha pa Lago na 1929 como first class helper den pressure stills. Durante e siguiente 17 aña el a traha tambe como cleanout foreman, cleanout foreman den pressure stills, process foreman den pressure stills y colony manager.

Na 1947 el a bai Cuba como subgerente di refinaria di Esso Refinaria. Despues el a worde nombra presidente di Esso Standard Oil (Cuba) y tempo cu e compania a asocia cu Esso Standard Oil (S.A.) el a worde eligi na director di e ultimo compania.

Alimentacion di Calidad a Jega Aruba

Esfuertonan pa trece stock di alimentacion di alta calidad na Aruba, a jega su climax Sept. 4 ora baco, porco y un cabrito a jega abordo di "Charis".

Den e carga tabatin un topi di raza y cinco no di raza pero excelente baco di lechi. Tabatin tres porco, tur boma y tur "esperando". Ora nan nance, e chikitanan lo forna Aruba su prime telefono di porco scientificamente eleva.

E animal mas remarcable den e carga, segun Dr. Sutmoller, veterinario encargá, ta e cabrito.

E bestiaro ta pone na un camino di gobierno banda di Dakota caminda nan lo worde alimenta cu maishi di Aruba y resto di cuanda y ademas jerba importa y concentradonan.

Fls. 1095 Are Distributed For Ideas Coined In July

Fls. 1095 were distributed during July to 34 Lago employees whose ideas on cutting costs, improving operating efficiency and other topics were submitted to and rewarded by the Coin Your Ideas Committee.

Top award for the month, a check for Fls. 100, went to F. C. Nation of Mechanical Pipe who suggested that an "I" beam and floor boards be installed in the open space south of the pitch stills exchangers to provide a safer working area during maintenance work on the units.

Other rewards went to:

Accounting Department
P. G. Oehlert Fls. 25
C. R. Harms Fls. 25

Colony Service Dept.
I. Prosonis (Miss) Fls. 25

Executive
F. L. Davis (Miss) Fls. 30

Ind. Rel. Dept.
R. V. Pharis Fls. 25

Lago Police Dept.
F. E. Romney Fls. 30

Marine Dept.
G. C. Granger Fls. 25

Medical Dept.
O. C. Dellimone Fls. 20
M. Hodge (Miss) Fls. 20

Mechanical Dept.
Administration
S. Singh Fls. 50

Mech. - Adm. - Enlarge Utility facilities in Zone No. 2 office.
R. Kux Fls. 50

Util. - Have EIG and Util. men present when water lines are tested.
A. H. Gibbs Fls. 20

Electrical
Instrument
J. L. Grayell Fls. 50

P. - Cracking - Install vent lines to sewer from top of seal pots on hot bottoms flowmeters of all units.
H. G. Videnus Fls. 30
H. G. Videnus Fls. 25

Pipe
F. C. Nation Fls. 100

Erect "P" beam & install floating boards - top deck in open space S. of pitch stills exchangers.
J. B. Chalmers Fls. 25

Process Dept.
Acid
E. W. Richardson Fls. 30

Cracking
M. de Cuba Fls. 30
F. P. Nunes Fls. 30
A. S. Richardson Fls. 25
M. Gomez Fls. 25

LOI
F. Koek Fls. 85
Accounting - Systems & Methods vacation request form for S&R employees.
P. J. Smith Fls. 30
C. Goeman Fls. 30
G. T. Wallb Fls. 25
H. V. Besselink Fls. 25
D. Marques Fls. 25
C. F. Mapp Fls. 25
J. E. Peterson Fls. 25
H. V. Besselink Fls. 20

Watson Receives Farewell Note From Governor

Dr. L. C. Kwartz, lieutenant governor of Aruba, last month sent a farewell note to Ralph Watson, assistant receiving and shipping division head who retired with more than 30 years of service.

To Mr. Watson, Lago's first foreign staff employee, the lieutenant governor wrote:

"On hearing that you intend to leave Aruba within a short time after a stay of approximately 30 years, I felt I must express my sincere gratitude to you, also on behalf of the Executive Council of Aruba, for all you have done in benefit of this community in general and of the Aruban workmen in particular.

"The people of this island and its government will always be obliged to you, and it is with deep regret that we see you leave.

"I sincerely wish you and Mrs. Watson the best of luck and I hope that you will be able to enjoy your well-deserved pension for many years to come."

Sunday Fishing

The Safe Way

Fishing is fun. To go out on the broad blue Caribbean on a Sunday, by yourself or with a friend, out where the jacks and snappers are flashing hungrily near the surface, out where you are surrounded by sea, sun and solitude is to enjoy one of the world's most satisfying pastimes. Yes, fishing is fun. But it could cost you your life.

Over the years, the Caribbean has taken many lives, some of them from Aruba and some of these were "Sunday" fishermen. During the same period scores of others have been rescued by the combined efforts of government harbor personnel, Lago's Marine Dept., Esso ships, members of the Aruba Flying Club, the Dutch Navy and Air Force and private craft that just happened to be going by.

When the alarm is sounded practically no measure is overlooked that will help find and save a fisherman in trouble. However, rescue operations are costly and dangerous to those who take part in them. Also, it is only fair to point out that sea searches, while dramatic, really have only a slight chance for success.

The Caribbean is big and capricious, fishing boats are small, many amateur fishermen are inexperienced at meeting the challenge of the sea,

and — because they have no information other than the word "missing" received from a worried relative — the men conducting the searches seldom know where to look.

Aruba's Harbor Master, J. B. Meenhorst, was asked if there is anything you as a fisherman can do to avoid getting in trouble in the first place and, if you should get in trouble, if there is anything you can do to increase your chances of being rescued.

Mr. Meenhorst was ready with some easy-to-follow rules that will make his job easier and your fishing safer if you will follow them each time you go fishing. When you set out to sea, according to Mr. Meenhorst, here's what you should do:

Take along a good flashlight, preferably the water-proof type. Be sure the batteries are fresh and the instrument is working.

Have with you a fairly large piece of brightly colored cloth to use as a signal during daylight hours.

Take with you either an anchor with plenty of rope or a sea-anchor to keep you from drifting too far off course.

Be sure you have a supply of fresh drinking water for emergency use only. A little extra food — hard bread, a few tins of cooked vegetables

that can be eaten cold — may make it possible for you survive for weeks instead of days.

Before you set out to sea check the weather. Don't go out if the Trade Winds or the current are strong. Once you leave Aruba behind you to the east, there is no land for over 1000 nautical miles. Winds and currents will carry you away, not toward, the land in near-by Colombia.

Last of all — and this is the most important step you can take for your own safety — call the Harbor Master's Office in Oranjestad, phone 1373, before you leave and report the following information:

1. Your name and the names of people going with you.
2. The name and number of your craft, if any.
3. The location where you intend to fish.
4. The date and hour you are going to set out.
5. The date and hour when you intend to be back.
6. The location in Aruba where you will dock or beach your boat when you return.

Follow these simple rules and instead of resulting in tragedy — your fishing will really be fun.



HAVING A WONDERFUL TIME is Juan Maduro, TSD Lab 1, baiting his hook for a quiet Sunday of line-fishing in the Caribbean.

GOZANDO NA SU SMAAK ta Juan Maduro, TSD Lab 1, poniendo aas na su anzuelo en preparacion pa un Diadomingo tranquil di piscamento den awanan di Caribe.



JUAN PLAYS SAFE, takes jug of fresh drinking water with him.
JUAN KIER SER SEGUR, et ta hiba un canica di awa fresco cu ne.



ANCHOR is towed before setting out.
HANCRO ta worde poní abordo promer cu salida.

PUBLIC PHONES make it easy to call Harbor Master.

TELEFON PUBLICO ta facilita yamamento d' Havenmeester.



FLASHLIGHT, if working, makes good signal at night.
FLASHLIGHT, si e ta traha, ta duna bon senjal anochi.



ALONE AT SEA, row boat — ma, hard to put in rough weather.
SOL NA LAMAR, boto di rema ta chikito, difici pa mira den lama bruto.



HARBOR SERVICE TUG, "Aruba," equipped with searchlights, extra pumps and two-way radio often sets out in search of a lost "Sunday" fisherman.
LOADSBOAT "ARUBA," equipá cu zoeklicht, pomp y radio di dos via frecuentemente ta sali pa lamar en busca di piscadornan perdí.



ARUBA FLYING CLUB planes frequently join search by scanning Caribbean under the supervision of C. Heemskerk, airport manager at Dakota Field.
AEROPLANONAN di Aruba Flying Club frecuentemente ta yuda den buscamiento bu-lando ariba Caribe bao direccion di Sr. C. Heemskerk, director di vliegveld Dakota.

Piscamentu cu seguridad

Piscamento ta pret. Pa bai afor de salbá.

ariba Caribe bancho y blauw ariba un Diadomingo, sea bo sol of cu un amigo, afor unda piscanan ta landa hambroso bao superficie di lamar, afor unda bo ta rondoná door di lamar, solo y soledad ta goza di un di e pasatemponan mas satisfaciente di mundo. Si, piscamento ta pret. Pero e por costa bo bo bida.

Durante anjanan, Caribe a exigí hopi bida, algun di nan for di Aruba y algun di nan tabata piscadornan di "Diadomingo." Durante e mes periodo cantidad di otro a worde salbá door di esfuerzonan combiná di personal di baaf, Lago Marine Dept., opornan di Esso, miembronan di Aruba Flying Club, Fuerza Naval y Aereo Holandes, y barconan particular cu tabata pasa casualmente.

Una vez alarma worde haci ningun medida cu por yuda haya e piscador na peligro ta worde lagá un banda. Sinembargo, operacionnan di salbamento ta costoso y peligroso pa esnan cu ta participa aden. Tambe, ta solamente husto pa muntra cu buscadanan di lamar, mientras dramático, en berdad tin solamente un chens chikito pa éxito.

Generalmente autoridadnan no ta worde notifiá sino te ora securidad a cuminsá drenta y esaki ta haci e buscada ainda mas difícil. Cu den pasado tabatin un porcentaje tin halto di buscadanan cu éxito pa piscadornan perdí of den dificultad den Caribe ta un credito na e conocemento, pasenshi y perseverancia di e buscadornan.

Havenmeester di Aruba, J. B. Meenhorst, a worde puntrá si tin cualkier cos cu bo como un piscador por haci pa evita dificultad den promer instancia y, si bo bin den dificultad, si tin cualkier cos cu bo por haci pa aumenta bo chensnan pa wor-

Sr. Meenhorst tabata cla cu algun reglanan facil cu lo haci su trabao mas facil y bo piscamento mas salbo si bo sigui nan cada biaha cu bo bai pesca. Ora bo sali pa lamar, segun Sr. Meenhorst, ata loke bo mester haci:

Hiba un bon flashlight, preferiblemente un water-proof. Ser segur pa e baterianan ta fresco y cu e ta traha bon.

Mira pa bo tin hunto cu bo un pida panja basta grandi di color bibo pa usa como senjal durante oranan di claridad.

Hiha cu bo sea un banero cu cantidad di cabuya of un banero di lastra pa preveni bo di drief bai mucho leu.

Ser segur pa bo tin un poco awa fresco pa uso emergente solamente. Un poco cuminda extra — pan duro, algun bleki di berdura cushiná cu por worde comi frío — por haci posible pa bo sobrevivi pa simannan largo envez di dianan.

Promer cu bo sali pa lamar, check condicion di tempo. No sali si biento of corriente ta fuerte. Una vez bo laga Aruba tras di bo den direccion pariba, no tin terra mas sino te na un distancia di mas cu 1000 milla nautico.

Por ultimo, y esey ta e paso mas importante cu bo por tuma pa bo mes seguridad, yama Havenkantoor na Oranjestad, telefoon 1373 promer bo sali y reporta e siguiente informacion:

1. Bo nomber y nomber di e hendenan cu ta bai cu bo.
2. Nomber y number di bo boto, si ta posible.
3. E lugar unda bo tin intencion di pesca.
4. E fecha y ora cu bo ta bai sali.
5. E fecha y ora cu bo tin intencion di bolhe.



HARBOR MASTER Meenhorst (above) with two-way radio telephone used during searches to keep touch with "Aruba's" crew (right): J. Croes, B. Tromp, Minguel Odor, I. Tromp, A. Smolders.



IF YOU'RE LATE those at home worry.

SI BO TA LAAT esnan na cas ta preocupa.

ESSO SHIPS, and tugs like this one, sometimes join search.

VAPORNAN DI ESSO, y loadsbootnan como esun aki, tin biaha ta yuda.





YVETTE TULLOCH (far right) took the 50 yard egg-and-spoon race at the annual Lago Heights Field Day last month.

YVETTE TULLOCH (leuw banda green) a gana e careda di 50 yarda cu webo den cuchara na e Lago Heights Field Day.



WATER BALLET, tableaux, races, diving, water skiing and other events were featured in Summer Recreation Aquacade.

BALLET DEN AWA, tableaux, sambuyamento, corre ski den awa a worde presenta na Rodgers Beach su Aquacade.



A GROUP of Windward Island residents, sponsored by the Help 'Statia Committee, presented the play "Genivieve" at the Cecelia Theatre last month for funds to help famine-threatened St. Eustatius.

UN GRUPO di residente di Islanan Ariba, bao auspicio di Comision pa Yuda Statia, a presenta e comedia "Genivieve" na Cecilia Theater luna pasá pa obtene fondo pa yuda St. Eustatius.



NEARING completion in December is the Children's Home at Noord.

CASI CLA na December lo ta e Cas pa Mucha na Noord.

THE IDES of March — in which the month comes in a like a lion and goes out like a lamb or vice-versa — has nothing to do with this picture which shows a lamb plus rams and ewes taking shelter in a bus stop erected by the Aruba Lions Club.

"ARUBA ALOE," submitted by Papa Abrahams at right, won the annual Cake Contest of the Netherlands Windward Island Association. Sampling the winner is Ruby Sampson, queen of the club carnival.

"ALOE DI ARUBA," mandá aden door d' Papa Abrahams banda drechi, a gana e concurso anua di bolo di Netherlands Windward Island Association. Purbando e ganador ta Ruby Sampson, reina di carnival di club.

News and Views



THIS is an electronic chemist, a robot which continuously sorts and identifies oil molecules for the Esso Laboratories at Baton Rouge, La. Formerly, chemists had to obtain individual samples, analyze each one.

ESAKI ta un químico electrónico, un robot cu continuamente ta aforti y identifica moléculan di azeta pa Laboratorionan di Esso na Baton Rouge, La. Antes, químiconan mester a obtene muestra individual, analiza cada un.



Engineers Call It "Cathodic Protection"

Electric Rust-Proofing

Electricity, costing less than two guilders a day, is adding many years to the service life of multi-million guilder structures at Lago. This electrical "rust-proofing" is called cathodic protection and has produced some startling results.

Without such protection the under-water portions of the steel piers in Lago's harbor and the tubing in hundreds of refinery coolers would have a relatively short service life. The submerged portions of the Nos 1 & 2 Fingertiers, for example, might last 10 to 12 years without cathodic protection. With it the pilings are expected to last indefinitely.

Corrosion of metal can be reduced or eliminated in a number of ways, but most are costly and are likely to be ineffective if used for underwater structures. Protective coatings get scuffed and rubbed off during construction. Even the undamaged sections of the coatings will give only temporary protection.

But cathodic protection is different. Briefly, it works this way: If two different metals are placed in a solution that will conduct electricity

(sea-water, for example) and connected by a wire that is outside the solution here is what will happen.

An electric current will flow through the wire from the first metal to the second and through the solution from the second metal back to the first. It is not necessary to hook up any outside source of power to the metals or the wire or the solution in order for this to happen.

One metal is called the anode. The other is called the cathode. The anode is the metal which passes current into the solution. It will corrode at a fairly rapid rate.

The cathode is the metal which passes the current into the wire. In this kind of a set-up it will corrode slowly or not at all. In other words, the cathode is protected from corrosion.

Here is a further example which illustrates how cathodic protection is used at Lago. Suppose a piece of carbon steel, a piece of brass and a piece of magnesium are partly submerged in a single tank of sea water.

If the carbon steel is connected to the brass with a copper wire, current will flow through the wire from the

brass to the steel. At the same time current will leave the steel through the sea water and flow to the submerged part of the brass. Here, the steel will corrode rapidly; the brass slowly or not at all. The steel is the anode, the brass the cathode.

If, however, the connection between the steel and the brass is broken and the carbon steel is connected by the wire to the magnesium, the current will flow the other way. Now the electricity will flow through the wire from the steel to the magnesium and through the sea water from the magnesium to the steel. Here the magnesium will corrode rapidly; the steel very slowly. Now the magnesium is the anode. The steel is the cathode and hence protected from corrosion.

The protection afforded by this system is nearly complete and will work without fail if properly installed and serviced. For success, the system depends upon the direction of current flow, and as this always takes place in the same direction for any two given metals it can be predicted. All that is necessary is to choose a metal for the anode that will be inexpensive and easy to replace.

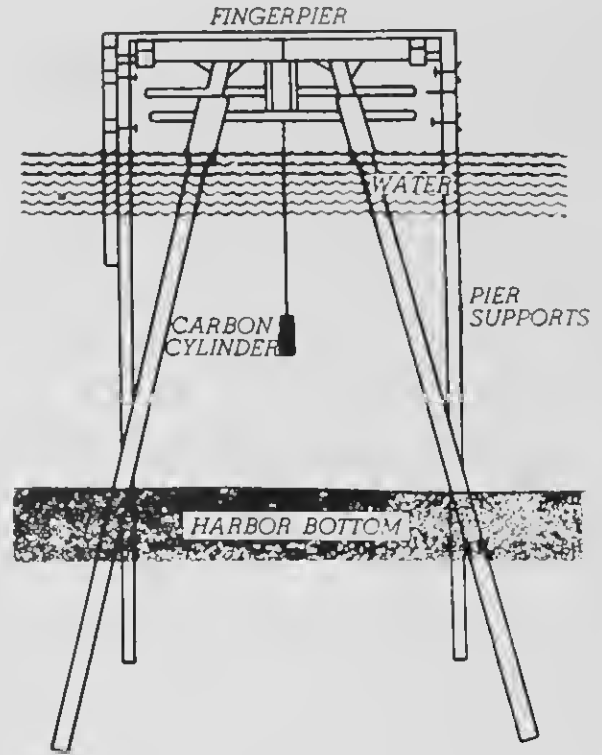
This is done at Lago for protecting the costly brass tubing and steel housings of the hundreds of cooling units called heat-exchangers or condensers that are used in the refinery. A piece of steel is hooked to the end of the heat-exchanger and a wire is connected to the brass tubing.

The steel will corrode rapidly until it must be replaced. Like the lamb used to placate the wrath of the gods in some religious rituals, the piece of steel is called a "sacrificial anode." At that, it seems to placate the god of corrosion, or should we say the devil?

On the under-water sections of the piers in San Nicolas harbor a slightly different method is used. What can be accomplished by magnesium can also be accomplished by a small amount of direct current impressed on the submerged steel. An impressed current of three to 12 milliamperes (less than enough to light a small flashlight) is enough current to protect a square foot of carbon steel immersed in seawater.

At Lago's No. 2 Fingertier, for example, there is a rectifier — to change alternating current, like that used in homes and offices, into direct current, like that used in automobiles — plus a series of wires and cylinders of graphite.

The negative wire from the rectifier is hooked to the steel of the pier.



ESSENTIAL PARTS of cathodic protection system are shown in this diagram. Sea water conducts electricity from graphite to steel pier.

PARTINAN ESENTIAL di sistema di proteccion cathodica ta worde munstrá ariba e pintamento aki. Awa di lamar ta conduci electricidad for di e cilindro di grafiet back na e pier di staal.

The positive wire is connected by a cable from which cylinders of graphite are suspended at various points in the harbor's water. Here the graphite cylinders act as the anodes and the impressed current from the rectifier maintains sufficient flow of electricity to protect the steel.

Under this system it would be difficult to tell precisely how much current is needed to protect the steel if it were not for another trick of nature known to electricians as polarization.

When current is impressed for some time a film of hydrogen forms on the protected steel. This film increases the resistance of the system to the passage of electricity and causes the electrical energy coming through the sea water from the rectifier to "search" for easier ways to continue to circulate.

This "searching" causes the electricity to spread out to unpolarized areas and give protection to a larger area of the pier than might otherwise be expected. Meanwhile, wherever the film of hydrogen remains no corrosion can take place.

By use of a special meter called a potentiometer, Lago's Equipment Inspection men can determine if there is polarization at any given point along the piers. As long as the potential between the pier and the sea water is above the level required for polarization, the steel is protected.

To reduce the costs of operating the system it is desirable to avoid excessive over-protection. Experience shows that a potential difference between steel and sea water of 0.9 to 1.25 volts will give adequate protection to the steel.

One more factor involved in the use of electricity to protect underwater steel is that various forms of calcium are deposited by the seawater on the steel. This "calcareous deposit" acts in much the same way as the film of hydrogen in that it gives added protection.

The calcium coating and the film of hydrogen may protect the steel for hours or even days after the flow of current is stopped. Therefore, equipment failures within the system aren't likely to cause harm. The job of applying electricity to the protection of steel, however, is not a job for the uninitiated.

At a construction site in the U.S. a few years ago the engineers decided to apply cathodic protection to some an underground pipe-line. The equipment was installed and the man in charge turned it on. About six weeks later the boss went to inspect the system. He found that the wires from the rectifier were crossed. What should have been the anode was the cathode and in the space of a few weeks a half million dollars worth of steel had corroded into the ground. It is said that the electrician who hooked up the wires got a talking to.



FIELD INSPECTOR Julio Croes of EIG checks polarization on pier supports with potentiometer, a highly sensitive electrical measuring device.

FIELD INSPECTOR Julio Croes di EIG ta chek polarizacion bao e pier cu un potentiometer, un instrument electrico di mid' masha sensitivo.

Un grupa di hoben for di Aruba y Curaçao a regresa pa nan isla despues di biba como "pionero" pa casi dos siman na Slagbaai na Bonaire.

"Nos tabata meses cu yunan di Israel," Robert Hamm, ministro di Adventistan di Siete Dia na Oranjestad y sub-dirigente di e expedicion cu a worde organiza door di misanan Adventista di Aruba, Bonaire y Curaçao, a bisa.

Ministro Hamm, cu dos ayudante, a laga Aruba Aug. 6 den su hato di pusea converti pa bai adilanti. Pa motibo di biento moderá y un oriente fuerte, a tumbe dos dia pa yega Curaçao unda ya aeroplanonan a cuminsa buske'lo.

Cu lamar calma despues di Curaçao, finalmente nan a yega Bonaire cinco dia despues di sali for di Aruba. Apenas nan a cuminsa descarga e bato ora nan a lanta nan cara y mira e balandra "Fidelma" pará den e hato cu resto di e expedicion.

"Fidelma" a tuma 29 persona na Aruba, 30 na Curaçao y a haci e viaje di 111 milla pa Bonaire na distante e predicion di un

Hobennan di Tres Isla a Biba Como "Pionero" den Campo

viaje lento den tempo record y a yega dos dia tempran.

"Nos tabatin un plan bon trabá, pero nos mester a tire'le afor y tur bende mester a pone man na obra pa traha e campamento," ministro Hamm a splica. Nan tabatin intencion pa descarga e hermentnan na e hato y biba nan cu truck na e sitio di campamento.

"Pero cruzando un plas di sala," ministro Hamm a bisa, "e truck a sink cuatro pia den santa y nos mester a carga tur cos tres cuarta milla. Nos tabata meses cu un safari Africano cu tur cos anba nos lomba."

"Tur cos" tabata inclui 500 liber di harina, saca di bonchi y aroz, blekinan di manteca, caha di weba, cachu di bacoba, tent, cot, herment di cushina, panja y e multitud di otro cosnan requeri pa

sustene 75 "pionero". Binti-dos barril di awa fresco, tres for di Aruba, a worde treci tera y lora pa sitio di campamento.

"A tuma dos dia, pero por fin nos tabatin e campamento," ministro Hamm a splica. Lagar di drumi di e mucha hobennan tabata ariba un serue, di e mucha muhernan traha un otro y e campamento tabata den e valei entre nan.

Diez persona, entre edad di 20 cu 30, tabata sirbi como guardiante di e muchanan entre 12 y 18. Nan tabata parti den gruponan di seis miembro cu ta cushina, come, drumi, luma y traha huntu.

Ministro Glenn F. Henriksen, ministro di Misa di Adventista na Curaçao y director di "Camp Flamingo" manera el a worde yamá, tabata kokki mayor. E campamento tabata percursa pa cuminda tur dia.

Desayuna cu eena e miembronan di grupo mester a haci pa nan mes.

E kokkinan di ministro Henriksen a saca 150 pan tur dia den hilekinan di azeta Edda converti den bleki di pan cu a worde horná den un harnal di azeta Edda trahá den un forma. E ministro tabata herna dushi tambe como specialidad.

Tur dia e campamentan tabata lanta 5:30 a.m. y tabata tuma parti den servicionan religioso di mainta, ante landa for di 5:45 te 6:30. Despues di baci e lugar limpi y atende ceremonianan di biza bandera, nan tabata baci desayuna. Entre 8:30 y 9:30 nan tabata limpia e campamento mayor, pasa inspeccion y cuminsa un periodo di dus ora di trabao.

Despues di cuminda nan tabata

landa, traha abra di man, colecta cocolishi di lamar, pasea den seroenan, bai mira e flamingonnan famoso di Bonaire y hunga. Cada mucha a haci un paseo pa Kralendijk, capital di e isla. Servicionan tabata worde teni ariba Diasabra, Sabbath di e gremio aki, den un cueba natural converti pa misa.

E campamento a dura te Aug. 22 ora 15 mucha di Bonaire, cu a participa tambe, a tuma despedida mientras "Fidelma" y e bato di ministro Hamm a trece e otro nan Aruba y Curaçao.

Esaki tabata promer vez cu misanan di e tres islanan cu tur anja ta tene nan mes campamento di verano, a combina nan esfuerzonan. Cada persona mester a paga Fls. 35 pa transportacion y gastonan di campo y Lago Community Council a regala Fls. 700 pa yuda wanta gastonan di e proyecto.

"E campamento tabata un gran éxito," ministro Hamm a bisa, "particularmente pasobra el a duna e muchanan di e tres islanan un chens pa conoce otro mihor. E unico dificultad," el a hata, "tabata cu algun di nos a maria."

Island Youths Sail To Bonaire Camp

A group of young people from Aruba and Curaçao are back on their home islands today living as "pioneers" for almost two weeks at Slagbaai in Bonaire.

"We were just like the children of Israel," said Robert Hamm, pastor of the Seventh Day Adventist Church in Oranjestad and assistant director of the expedition which was sponsored by the Adventist churches of the three Netherlands Antilles Leeward Islands.

Pastor Hamm, with two assistants, left Aruba Aug. 6 in his converted fishing boat as the advance party for the camp. Because of light winds and a strong head current, it took them two days to reach Curaçao where search planes had started out to look for them.

Recalled off Curaçao a whole day, they finally reached Bonaire five days after they left Aruba. They had barely started to unload their equipment when they looked up and were startled to see the schooner "Fidelma" standing into the bay with the rest of the camping trip.

The "Fidelma" had picked up 29 persons at Aruba, 30 at Curaçao and had made the 111-mile trip to Bonaire — despite the prediction of a slow passage — in record time and arrived two days early.

"We had a carefully worked out time-table, but we had to throw it away and everyone pitched in to get the camp built," Pastor Hamm explained. They had intended to unload their equipment at the bay and carry it by truck to the camp site.

"But crossing a salt flat," Pastor Hamm said, "the truck sank deep in the sand and we

had to carry everything three-quarters of a mile to the camp. We went just like an African safari with everything on our backs."

"Everything" included 500 pounds of whole wheat flour, bags of beans and rice and split peas, tins of butter, cans of eggs, hands of bananas, tents, coats, cooking utensils, bedding, clothes and the multitude of other things needed to sustain some 75 "pioneers" who had never pioneered before. Twenty-two barrels of fresh water, brought from Aruba, were floated ashore and rolled to the campsite.

"It took two days, but we finally got the camp set up," the Aruba minister explained. The boys' sleeping area was on one hill, the girls' on another and the main camp was located in the valley between.

Ten persons, between the ages of 20 and 30, served as counselors for the children who were between the ages of 12 and 18. They were divided into six-member units who cooked, ate, slept, played and worked together.

Pastor Glenn E. Henriksen, pastor of the Seventh Day Adventist Church in Curaçao and director of "Camp Flamingo" as it was named, served as chief cook. The camp provided lunch each day. Breakfast and supper the unit-members cooked for themselves.

Pastor Henriksen's cooking staff turned out 150 loaves of whole wheat bread each day from Esso Oil cans converted into bread tins which were baked in an Esso Oil drum made into an oven. The Curaçao minister also turned out apple cobblers and honey rolls as special treats.



SOME of the 75 young people who took part in the Seventh Day Adventist Church summer camp held this year in Bonaire are shown at church service.

ALGUN di e 75 hobennan cu a participa den e campamento di verano di Misa di Adventistanan di Siete Dia e anja aki na Bonaire ta muntra durante servicio di misa.

Each day the campers arose at 5:30 a.m. and joined in the church's "Morning Watch," then swam from 5:45 to 6:30. After straightening the tent-topped cots and cleaning the unit's lean-to area, they attended flag-raising ceremonies and cooked breakfast. Between 8:30 and 9:30 they cleaned the main camp area, stood inspection and then settled down to a two-hour craft or counsel period.

After lunch they swam, worked on their handicrafts, collected sea shells, hiked around the hills, went to see Bonaire's famous Flamingoes and played games. Each child was taken on a trip to Kralendijk, the island capital. Services were held on Saturday, the church's Sabbath, in a natural cave converted to a church.

The camp ran through Aug. 22 when 15 Bonaire children, who had also participated, said "good-bye" as the "Fidelma" and Pastor Hamm's sloop carried the others back to Aruba and Curaçao.

This was the first time the churches of the three islands, which annually conduct their own summer camps, had combined their efforts. Each child paid Fls. 35 for transportation and camp expenses and the Lago Community Council donated Fls. 700 to help underwrite the cost of the project.

"The camp was a great success," Pastor Hamm said, "particularly because it gave the children of the three islands a chance to know each other better. The only trouble," he laughed, "was that some of us became sea-sick."



GEORGE ALLEYNE, being pummelled here at left, came back to defeat opponent Freddie DeVries. At right other gladiators await their crack at the pillow-fighting championship of the 1954 Lago Heights Field Day.

GEORGE ALLEYNE, siendo sutá aki na banda robez, a bolbe for di atras pa derota oponente Freddie DeVries. Banda drechi otro gladiatornan ta spera nan crack na e campeonato 1954 di bringamento cu cusinchi.

Successful Field Day Staged At Lago Heights

"The most successful" field day ever staged by the Lago Heights Club attracted over 300 contestants to the field behind the club the evenings of Aug. 27 and 28.

Held annually for 13 years in recent years the birthday of former Queen — now Princess — Wilhelmina this year's event was divided into 11 events for children the night of Aug. 27 and 28 events for adults the following night.

Two hundred children and 100 adults took part in the field day which B. I. Viapree, coordinator, said was "the most successful we have ever had."

Results

50 Yard Dash, boys 7 and under: 1. Melkel Saitch, 2. George Blaize; 4. Emerson King. Time - :8.5.
50 Yard Dash, girls 7 and under: 1. L. van Thol; 2. Rita Martin; 3. Ellen Martin. Time - :8.1.

75 Yard Dash, boys 12 and under: 1. Rupert Niles; 2. Johannes Brown; 3. Robert Naar. Time - :10.2.
75 Yard Dash, girls 10 and under: 1. Roney Saitch; 2. Cecile Fortin; 3. Marlene Monte. Time - :10.6.
75 Yard Dash, boys 16 and under: 1. Victor Helmann; 2. Lawrence Leo-A-Tam; 3. Jose Cynge. Time - :10.5.
75 Yard Dash, girls 12 and under: 1. Celestine Abraham; 2. Ruby van Blarum; 3. Carmen VanTshol. Time - :10.6.
75 Yard 3-Legged Race, boys 12 and under: 1. R. Niles & Jean Arindell; 2. Howard Mathews & Ray Kallou; 3. Anthony Rodriguez & Romero Tacklun. Time - :13.8.
Pillow Fight, boys 12 and under: 1. Eric Dowling; 2. Jose Wilson; 3. Henk de Vries.
Shoe Obstacle Race, girls 10-12 years: 1. Claudina Grueneveldt; 2. Ivy Saitch; 3. Triply Pong.
200 Yard Dash, open: 1. G. H. Hill; 2. J. Pemberton; 3. P. Gibbs. Time - :14.
Shot Put: 1. J. Pemberton, 11'3"; 2. G. Bradwaite, 37'10"; 3. J. de Jong, 37'1".
100 Yard Dash, boys 13-16: 1. F. Saitch; 2. B. Gibbs; 3. A. Gittens. Time - :12.
50 Yard Dash, girls 13-16: 1. L. Blaize; 2. Y. Tulloch; 3. P. Lejeuz. Time - :8.
100 Yard Skipping Race, girls 13-16: 1. A. Lejeuz; 2. C. Sharpe; 3. J. Sharpe. Time - :15.8.
220 Yard Run, open: 1. G. H. Hill; 2. F. Gibbs; 3. F. McDonald. Time - :21.8.
High Jump, open: 1. F. Saitch, 5'3"; 2. A. Gittens, 5'; 3. F. Mohul, 4'11".
50 Yard Needle & Thread, girls 13-16: 1. L. Krind; 2. P. Lejeuz; 3. A. Lejeuz. Time - :14.5.
50 Yard Dash, married women: 1. R. van Blarum; 2. E. Nahar; 3. J. de Vries. Time - :8.
220 Yard Mixed Relay, 2 boys & 2 girls 13-16: 1. L. Krind, C. Sharpe, V. Gomes, R. Niles; 2. F. Saitch, J. Sharpe, G. de Mattos, Y. Tulloch; 3. P. Lejeuz, A. Lejeuz, R. Benschop, B. Gittens. Time - :29.
50 Yard Egg & Spoon, girls 16-20: 1. Y. Tulloch; 2. I. Bakker; 3. C. Sharpe. Time - :18.
440 Yard Run, open: 1. F. Gibbs; 2. E. Vorst; 3. C. Jeannin. Time - :50.5.
50 Yard Egg & Spoon, girls 13-16: 1. L. Krind; 2. A. Lejeuz; 3. B. Lashley. Time - :8.6.
1 Mile Cycle, eucers only: 1. R. Chin-A. Lay; 2. D. Richardson; 3. O. Gumls. Time - :3:15.
Special Novelty Race, men over 40: 1. F. Edwards; 2. F. Edwards; 2. M. Lashley; 3. C. McDonald. Time - :9.
100 Yard 3-Legged, boys 13-16: 1. F. Saitch & J. Lobbretch; 2. H. Scottsburg & G. Blaize; 3. R. Stewart & F. Mohul. Time - :11.
Shoe Obstacle Race, girls 13-16: 1. Y. Tulloch; 2. B. Lejeuz; 3. J. Sharpe. Time - :25.
High Jump: 1. E. Vorst, 5'10"; 2. J. Pemberton, 5'9"; 3. L. de Jong, 5'6".
50 Yard Egg & Spoon, married women: 1. E. Naar; 2. R. van Blarum; 3. A. Lashley.
Relay Race, lachebors, married women & married men: 1. L. Edgar, R. van Blarum, M. Lashley; 2. F. McDonald, A. Lashley, P. Brook; 3. A. James, E. Naar, H. Leverick. Time - :28.
880 Yard Run, open: 1. J. Werleman; 2. A. James; 3. F. Gibbs. Time - :2:10.5.
Running Broad Jump, open: 1. E. Vorst, 18'8"; 2. J. Pemberton, 18'2 1/2"; 3. O. H. Hill, 17'11 1/2".
100 Yard Sack Race, boys 13-16: 1. F. Saitch; 2. B. Gittens; 3. A. Gittens. Time - :11.8.
1 Mile Run, open: 1. L. de Jong; 2. B. Stewart; 3. K. Stewart. Time - :5:13.5. Tag-Or-War married men vs lachebors: Bachelors won 2-0.

SERVICE AWARDS

20-Year Buttons

Bonifacio Stamper Rec. & Ship. - Wharves
Walseley T. M. Paudt L.O.F.
Norberto Winklaar Cracking
Esteban Rasmijn Cracking
Thomas S. Flanegin Boiler
Augustin Kelly Mech. Boiler
Leoncio L. Oduber Mech. Col. Maint
Johannes Tromp Mech. Col. Maint
Arthur S. MacNutt Mechanical Dept.
Josef Petroke Mech. Col. Maint
Mariano Petrocchi Paint

10-Year Buttons

Philippe A. Arnell Pipe
Hugh H. Nixon Process-Finches
Douglas J. Andrew Scuffider
Fitz G. Calder Yard
Johannes J. B. Palm Electrical
Bruno Geerman Electrical
Gabriel A. Kelly Electrical
Raymundo Solognier Col. Maint.
Cecilio Werleman Col. Maint.
Nicolas Quendus Electrical
Gabriel A. Thijsen Instrument
Cecilio Geerman Instrument
Octavio Franken Instrument
Felix Blikker Boiler
Lauriano Lacle Boiler
Juan Hendrik Arends Boiler

Instructor a Sali Pa Inglaterra

Otro instructor di Lago Vocational School a sali pa Inglaterra pa continua su educacion. El ta Ongkar Narayan, instructor di physica na e school di afishi di Lago.

Sr. Narayan a nace na British Guiana y a atende school aya, anto el a muda pa Estados Unidos unda el a gana un grado di lachiller den literatura Ingles na Susquehanna University, Selings Grove, Pa. y un grado di maestro den Ingles na Bucknell University, Lewisburg, Pa.

El a regresa British Guiana unda for di 1948 to 1953 el a duna les den un school na Georgetown. El a hiba director di e school promer cu el a hiba Lago pa duna les den physica.

Como e school la cera na 1957, el a decidi pa continua su educacion y tin intencion pa studia pa un grad den ley na London. Placa for di su Lago Thrift Fund lo yuda financia su educacion.

Sr. Narayan, kende ta spera di gana su grad den ley den mas of menos dos anja, tin intencion pa regresa British Guiana pa practica.

NEW ARRIVALS

August 20

MAHURC, Francisco - L.O.F. A daughter, Bernadina Francis
LEON, Gilberto - Mech. Mason; A son, Bernardo Alberto
MAYOR, Alegre - Mech. Yard; A son, Bernardo Gilberto
VAN DER BIEZEN, Cosmo D. - Mech. Machine, A son, Alberto Ismael
FRANS, Ricardo A. L.O.F. A son, Alfred Filomoni Samuel
LEWIS, Eric B. - Marine Office A daughter, Frances Magdalene Thomas
CATALANO, Antonio R. - Accounting A son, Michael Anthony

August 21

WINTERHALL, Domingo - L.O.F. A daughter, Juana Francisca
CAPRINO, Ismael G. - Pedicure A son, Edmund Felix
PUNTILLAS, Lodewijk B. - L.O.F. A daughter, Esmeralda Maria
BAS, Andres - Mech. Yard, A son, Francisco Ralino
CYRUS, Allan - Mech. Mason, A son, Fernando Antonio
DAVID, Nathaniel - Mech. Welding A daughter, Mildred Haveling
HENRIQUEZ, Presilio - Rec. & Ship. A son, Eddy Edwin

August 22

LAURENCE, Raymond E. - Cracking Plant, A son, Raymond Jean
BLIHEN, Robert S. - Laundry; A son, Dennis Patrick
MOI THUK SHUNG, Harry J. - L.O.F. A son, Harry Rudolf
DIRKZ, Gerardo - Mech. Welding, A son, Josef Theodore
KRANGER, Garret W. - Mech. Stonehouse A daughter, Christina Rosita

August 23

DE SOUZE, John P. - Cracking Plant, A daughter, Sonja
ROMBLEY, Alexander R. - Mech. Machine, A son, Franklin Alexander
GONSAIVES, Charles A. - Rec. & Ship. A son, Chilton Charles

August 24

ROMBLEY, Anthonio - Mech. Garage, A son, Remando Anselmo
EMMANUEL, Camille T. - Mech. Garage, A son, Roman Felix

August 25

JANSSEN, Huguette - L.O.F. A daughter, Wilma Valeria
HEYDEGER, Alexander M. - Mech. Machine, A son, Mario Nathias
WERLEMAN, Norberto M. - Cracking Plant, A daughter, Maria Lencia Justina

August 26

MATHILDA, Adishio - Mech. Boiler, A daughter, Rosita Maria
WOODS, Walter C. - Luke Fleet, A daughter, Terry Ernestina

August 27

PONSON, Gof H. - L.O.F. A son, Dean Boris
THOMPSON, Dean V. - Col. Serv. School; A daughter, Catherine Shirley
BIRGOS, Vincent A. - Mech. Machine, A son, Paul Alexander

Juan Maduro Carpenter
Edwin L. Lovell Machine
Benedicto R. van der Linde Machine
Leonel McKenzie Yard
Leonard F. Fernand Carpenter
Charles Delsol Painter
Johannes P. Geerman Stonehouse
Emile W. Tondy Rec. & Ship.
Angel A. Martilla Cracking
Julio F. Donata Cracking
Francisco Geerman Cracking
Eligenio Irausquin Cracking
Casper Oduber Cracking
Dergilio Dirksz Cracking
Herman A. Lovell Cracking
Louis B. Maduro L.O.F.
Sabath J. Oduber L.O.F.
Pedro L. Pena Cracking
Jose Vrolijk L.O.F.
Pedro Kelly Cracking
Raymundo Koolman Cracking
Agreplno Maduro Cracking
Simon Webb Cracking
Ramon Croes Cracking
Emiliano Tromp Cracking
Simeon E. Farro L.O.F.
Vicente Thiel L.O.F.
Mario Alberts L.O.F.
Norberto M. Werleman Cracking
Doris A. Davy Medical Dept.
Raymond V. Cooper Dining Hall
Seferino Tromp Accounting Dept.
Stafford Courtier Training Dept.
William H. Maduro TSD - Engineering
Gilberto Maduro TSD - Engineering
Victor Helder TSD - Engineering
Pedro C. Fingal TSD - Engineering
Gregorio Falconi TSD - Engineering
Maximo Tromp TSD - Education
Paulus Rasmijn TSD - Engineering
Mauricio Croes TSD - Engineering
Pedro Irausquin Marine Dept.